North 256 Street Industrial Lands Area Plan

Chapter 10.6

1 Contents

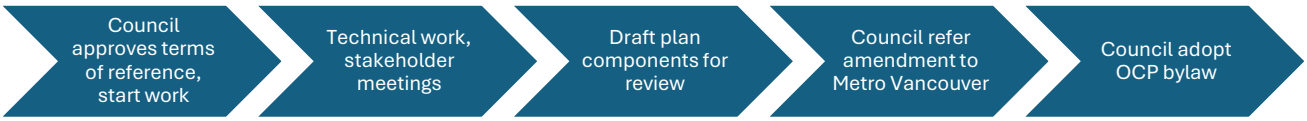
1. INTRODUCTION

1.1 Plan Purpose

The North 256 Street Industrial Lands Area Plan is intended to guide the growth and development of the lands, with the overall objective to facilitate industrial uses and supportive services and amenities, while respecting long-standing institutional facilities, environmental features and functions, and recreational activities in the area. The industrial development of the lands will provide business growth, employment opportunities, and increase the property tax base for Maple Ridge.

The area planning process from early 2025 to early 2026 included three rounds of community engagement, outlined in Figure 1:

Figure 1: Project Overall Process

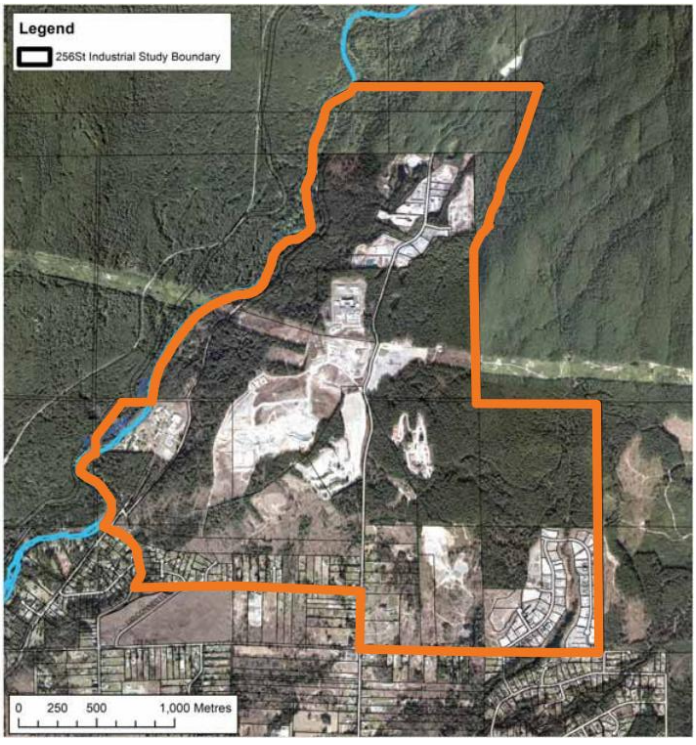


To address the land use opportunities and constraints (Figure 2), the work program comprised technical analysis, engagement, planning, and implementation components to advance the industrial development of the area.

1.2 Area Plan Initiation

The City of Maple Ridge completed a city-wide industrial impact analysis which provided insights into the City's current and future industrial market, identified market sectors that the City could target, and optimum locations to grow the City's industrial land base relative to known development opportunities and constraints. That analysis identified specific infrastructure investments to unlock the potential for industrial development and offered strategic planning recommendations to position the City's industrial landscape for growth. The work

Figure 2: Study Area Map



also highlighted the potential for significant new developable industrial land in the North 256 Street area, part of which was already designated for *Industrial* land uses or as an *Industrial Reserve*.

In February 2025, Council provided direction to staff to prepare an area plan for the North 256 Street industrial lands. The project scope of work outlined the site features, project rationale, policy objectives, intent, engagement, and associated deliverables and timelines.

1.3 Economic Contribution of Industrial Lands

Industrial lands generate an outsized proportion of jobs and wages and contribute to economic well-being by way of linkages (inputs and outputs) throughout the municipal, regional, and provincial economies.

The City's economic objectives support the creation of additional industrial lands that provide business and employment opportunities, increase the community's non-residential property assessment and tax base, and contributes to the long-term financial sustainability of the City.

1.4 Industrial Area Plan Rationale

A sizable proportion of Maple Ridge residents commute outside of the community for work. The property tax base is disproportionally residential (over 90%), which limits the fiscal strength and diversity of the City. Maple Ridge has a historic downtown with limited employment opportunities (retail and office uses), and older industrial areas with various industrial forms and intensities. While the population of Maple Ridge continues to grow rapidly, the economic base has not kept pace with the residential development of the community.

It is a goal of the City to attract additional commercial development to the Town Centre and Lougheed Transit Corridor areas, with associated jobs, amenities, and enhanced transit service, while developing and intensifying its industrial areas to accommodate increased industrial capacity and economic activity.

Over the past decade, the City has completed several studies and reports exploring the industrial and employment potential of different lands. The work prioritized suitable areas with respect to return on infrastructure investment and employment/industrial land use potential. It included both a city-wide scale analysis and identified specific Official Community Plan (OCP) designation changes for different areas. More recently, this included a review of 'non-residential' development opportunities to prioritize efforts on

lands with the greatest economic opportunity, which identified market sectors that the City can target, and where it is most realistic to grow the City's industrial land base.

The North 256 Street lands were identified as having the highest potential in Maple Ridge to attract new industrial development and provide long-term positive benefits, and selected as a priority area for advancement as part of the area planning process.

1.5 Intent of the Area Plan

The North 256 Street Industrial Lands Area Plan facilitates and guides industrial development, while recognizing long-standing institutional users, supplementing supportive services and amenities, and respecting the environmental features and recreational activities in the area.

Its intent is to create a range of industrial development types connected by a suitable road network, integrated with pathways, and accessible from major highways. Attractive buildings will fit into the community and provide an inviting and valued place for business and work.

Development of new industrial uses should proceed in an orderly and logical manner supported by public and private servicing and infrastructure investments.

The following key factors inform the potential of the North 256 Street industrial lands:

- Many of these lands have long been intended for some form of industrial development, including through the Official Community Plan's *Industrial* and *Industrial Reserve* designations, and the Regional Growth Strategy's *Industrial* designation.
- The intended new industrial uses will be light industrial, low impact, and clean uses, with sustainability components integrated as appropriate and feasible.
- The area plan addresses local matters and community interests through the consideration of context-appropriate land uses and densities, separations / buffers / interfaces between activities, urban design guidelines, road alignments and utility corridors, as well as multi-use pathways, trails, and open spaces.
- In terms of transportation, the area plan addresses local and city-wide traffic generation through the coordinated upgrade of the road network, including the intended extension of Abernethy Way, expanded multi-use pathways and transit service.

1.6 Work Program

Work included close collaboration with internal City departments and select external agencies, as well as targeted engagement with local landowners, operators, businesses,

residents, stewardship groups, and the public. The components, including technical analysis, community engagement, concept design, and policy development, are outlined as follows:

- Assess site constraints and opportunities
- Prepare a conceptual land use plan
- Review transportation needs
- Analyze servicing needs
- Refine land use design
- Prepare associated policies
- Finalize the area plan

The work program followed these steps:

1) Setting the vision and principles to guide the planning process.
2) Identified industrial-related uses that are most appropriate for the area given its attributes, location, market factors, business needs, etc. The physical, regulatory, and market aspects were evaluated to inform the optimum land use program.
3) Building on previously-completed work, the project undertook further engineering and environmental studies, analyses, planning, and engagement work to create an industrial-focused area plan, identifying specific infrastructure investments to help facilitate the industrial development of the lands, and offer strategic planning recommendations that the City can use to position its industrial landscape for growth.
4) The area plan project addressed such considerations as:
    - land development optimization;
    - potential developable areas;
    - appropriate land uses and densities;
    - urban design;
    - terrain shaping and grading;
    - environmentally-significant features and functions;
    - transportation needs and upgrades;
    - servicing needs and infrastructure costs;
    - potential phasing / timing;
    - regulatory/policy matters; and
    - market / financial feasibility.
5) Explored options and prepared a conceptual industrial land use plan, road network and infrastructure corridors. In the context of the existing uses in the area, identified proposed land use designations, new local serving retail, recreation and trails,

conservation and park, to advance the goals of the area plan while addressing possible issues and mitigating possible land use conflicts.

6) Prepared a preliminary environmental and hydrogeological assessment of the lands to document and better understand the area's environmental features and functions, and identify associated constraints and opportunities.
7) Prepared a preliminary engineering servicing study to identify the infrastructure capacity and needs, water, sewer, and stormwater management site requirements to better support development.
8) Prepared specific land use policies to support the implementation of the area plan.
9) Completed engagement with local landowners and residents, the businesses community, general public, and affected agencies and parties.
10) Prepared a new area plan, with land use designations and transportation corridors, policies, and implementation of actions for the City and other authorities/parties to address in a coordinated manner.

This process involved technical work and community and interest holder engagement as detailed in this report, and the preparation of land use designation amendments to accommodate the new area plan.

The process to prepare the area plan took approximately one year, plus additional time for consideration of the Regional Growth Strategy amendment by Metro Vancouver, as shown in Figure 3.

Figure 3: Bylaw Approval Overall Process

Concurrent with the community engagement program, the City commissioned technical studies on environmental and infrastructure matters, as well as draft concepts for the area plan. This included identifying servicing upgrades, infrastructure investments, environmental protection measures, appropriate land uses, concept plans, and a transportation framework to guide sustainable and viable industrial development.

The finalized land use plan was then advanced to Council for consideration, including initial Official Community Plan amendment bylaw readings, a public hearing, and third reading. It was then referred to Metro Vancouver for approval of an associated Regional Growth Strategy land use designation amendment, Urban Containment Boundary expansion, and Fraser Sewerage Area service extension, and then adopted by Council.

1.7 Community Engagement

Community engagement was undertaken to prepare an area plan that benefits and serves Maple Ridge over the long term. Given the economic, infrastructure, and transportation considerations and implications associated with the project, there was a range of interest holders.

The project incorporated a targeted engagement program with opportunities for local landowners and residents to participate in the preparation of the plan, along with industrial and business operators and developers. This work included engaging interested and affected parties, external agencies, the business community, and the public on the planning process, and providing opportunities for input.

The form of engagement included interest holder meetings and public information events, online surveys, and regular updates through the City's website, newsletter, and social media posts.

Through earlier city-wide engagement about industrial lands, notable issues raised by the public generally included access, traffic, noise, and road design. Concerns about the natural environment were also identified. Furthermore, there were concerns that a more intensive utilization of the employment / industrial lands in the area could exacerbate negative issues already perceived to exist by the neighbouring residents, namely truck traffic.

There was a three-phase engagement program associated with the preparation and refinement of the area plan.

Phase 1 engagement was completed in April-May 2025, entailing an open house, online survey, and two themed meetings with interest holders. Feedback came from approximately 260 survey participants, 65 open house attendees, and 24 interest holder meeting attendees. Most survey respondents were residents of Maple Ridge, and particularly of the local area.

Participants showed strong support for job creation and economic benefits, diversifying the tax base, and living and working in the same community. Some noted concerns about traffic, infrastructure needs, and preserving recreational and natural assets.

The top perceived benefits included job creation, economic growth, improved infrastructure, transportation upgrades, community amenities, and better long-term planning. The main perceived disadvantages included traffic, infrastructure capacity, environmental impacts, location suitability, and overall community impact.

The community support results from the survey were as follows:

- 93% valued living and working locally
- 90% believed local jobs support a healthier community
- 82% agreed that employment lands diversify the tax base
- 74% supported industrial growth that keeps pace with regional demand
- 71% favoured proactively creating industrial lands for job opportunities

Participants identified key priorities for the North 256 Street industrial lands, including balancing recreation, environmental protection, infrastructure, transportation, and economic development.

Phase 2 engagement was completed in September-October 2025, with draft land use options and infrastructure design concepts shared for community feedback. Engagement included an open house, online survey, and two meetings with interest holders. Feedback came from approximately 260 survey participants, 50 open house attendees, and 20 interest holder meeting attendees. Most survey respondents were residents of Maple Ridge, and particularly of the local area.

A strong majority of respondents agreed that creating and expanding employment-generating industrial lands is important for supporting local jobs, meeting regional demand, strengthening community well-being, and diversifying the community's property tax base.

Key concerns and planning considerations were also noted, including:

- Road safety and traffic road upgrades especially the Abernethy Way extension and improved intersections.
- Environmental protection is a major priority, including protecting wildlife corridors, watercourses, wetlands, and preserving green space.
- Recreation users expressed concern about losing trails and natural areas currently used for hiking, biking, and horseback riding.
- Road safety and traffic road upgrades especially the Abernethy Way extension and improved intersections.

Phase 3 engagement, in early 2026, presented the area plan document to the community for information, in advance of the public hearing. Notification was provided through a posting on the city website, newsletter, social media, and targeted online, open house style meetings.

2. PLAN VISION AND PRINCIPLES

2.1 Maple Ridge History

Maple Ridge, with a population exceeding 106,000 is now one of the fastest-growing communities in the Metro Vancouver region, and is located on the traditional territories of the Katzie First Nation and Kwantlen First Nation. Archeological data shows that their ancestors have been stewards of this land since time immemorial. Traditionally, Maple Ridge was known by its Halkomelem name 'Z'wa?acstan' which translates into "place where the golden eagles are".

The City values and celebrates cultural diversity and strong Indigenous relationships.

2.2 Community Input

Through the community engagement program for the North 256 Street Industrial Lands Area Plan, feedback was received from the local residents, area businesses, and the public. The overall intent of the area plan and engagement support was to capitalize on economic opportunities to maximize the positive effects of the area's industrial development potential.

The following are summaries of the community comments which helped to guide and inform the preparation of the area plan:

- **The lands are an opportunity for...** Innovative, clean, and modern light industrial uses, economic growth, business expansion, local job creation, tax base diversification, enhanced investments in infrastructure and transportation, community and local amenities, environmental protection and stewardship, and sustainable industrial development forms.
- **The lands will become...** An industrial business hub, parks and recreational facilities inter-connected with trail networks, conservation areas, and sustainable land use planning that benefits both people and nature.

2.3 Overall Vision

The overall vision for the North 256 Street Industrial Lands Area Plan is to facilitate a modern, light industrial district that accommodates business and employment growth for the community while considering the features of the lands. Increasing and enhancing the supply of industrial lands will support a more prosperous and diversified local economy, with new and expanded businesses that both directly and indirectly benefit other sectors

in the wider community, match the rapidly growing population and workforce, additional employment opportunities, and enhance the property tax base for the community.

2.4 Guiding Principles

To advance the vision for the lands, the following planning principles guide the land uses and development forms that support the articulated community goals and objectives.

1: Support businesses that contribute to economic growth and development

- Provide more accommodation options for industrial users.
- Increase employment opportunities.
- Increase the City's industrial property tax base.
- Reinforce the City's business-friendly character.

2: Promote the efficient use of industrial land

- Increase overall industrial land supply.
- Prioritize industrial uses that support the City's economy.
- Flexible designs that support end-user needs while also allowing for adaptable future uses.

3: Incorporate high quality design and development

- Require appropriate screening for industrial uses, particularly where bordering non-industrial uses.
- Create a transition / interface buffer between industrial and other uses.
- Encourage urban design that is visually appealing from public roads.

4: Protect environmental assets

- Designate natural conservation spaces, including watercourses and other sensitive environmental features.
- Designate recreation areas, including parks and trails.
- Avoid development on hazard lands.
- Protect and enhance ecologically-sensitive areas.

2.5 Planning and Design Objectives

The area plan advances planning and design objectives that incorporate sustainability and resiliency principles to guide responsible development of individual sites as well as contribute to the overall success of the industrial area (see Appendix).

Optimize roads and access: The area is accessible through the north-south arterial roadway of 256 Street. That roadway has identified safety improvements to support the safe and efficient movement of people and goods for this area as it develops.

Provide industrial development flexibility: The lots and associated uses are flexible in configuration and size so that they can both respond to changing market demands and growth of companies within the area.

Incorporate high quality streetscape: The properties and streetscapes include tree/shrub plantings to help screen storage and parking areas, while ensuring that the plantings do not obscure the visibility and access to the adjoining businesses or create security challenges.

Provide safe and social public places: The development of public places (e.g., the local commercial area, parks, plaza) are situated to provide a level of natural amenity, convenience, and sense of place.

Create enduring value: Public and private investments in infrastructure are well-planned to achieve maximum long-term value and benefits.

Create recreational opportunities with a connected trail network: The transportation network is integrated with the existing and proposed trails, pathways, and sidewalk system and connected to the rest of the community.

Protect sensitive environmental areas: The major ecological features are conserved as part of a natural habitat and stormwater management system.

Minimize impacts of development: The area is sensitive to adjoining uses, and introduce vegetative and other buffers where necessary to minimize noise and visual intrusions into the landscape.

Design with the surrounding character: The development strategy reflects the natural conservation, recreational attributes, and rural character of the surrounding lands.

3. AREA PLAN

The plan area is located along 256 Street, to the north of 128 Avenue, in the north-east part of Maple Ridge, currently relatively remote and disconnected from the rest of the community and broader region.

The area is very large, however not all of the lands are developable. Located at the foothills of the Golden Ears, the lands present geographical constraints such as steep slopes and creeks.

The area includes some existing industrial uses, ranging from small flex space units, single tenant industrial buildings on 0.4 hectare (one-acre) lots, larger properties with yards for outdoor storage, and gravel extraction facilities, as well as various institutional uses.

The area requires upgrades to existing water and sanitary services to support additional industrial use and higher density. Transportation access is constrained by the configuration of the intersection of 256 Street at Dewdney Trunk Road and a lack of secondary access to the area.

3.1 Site Attributes and Terrain

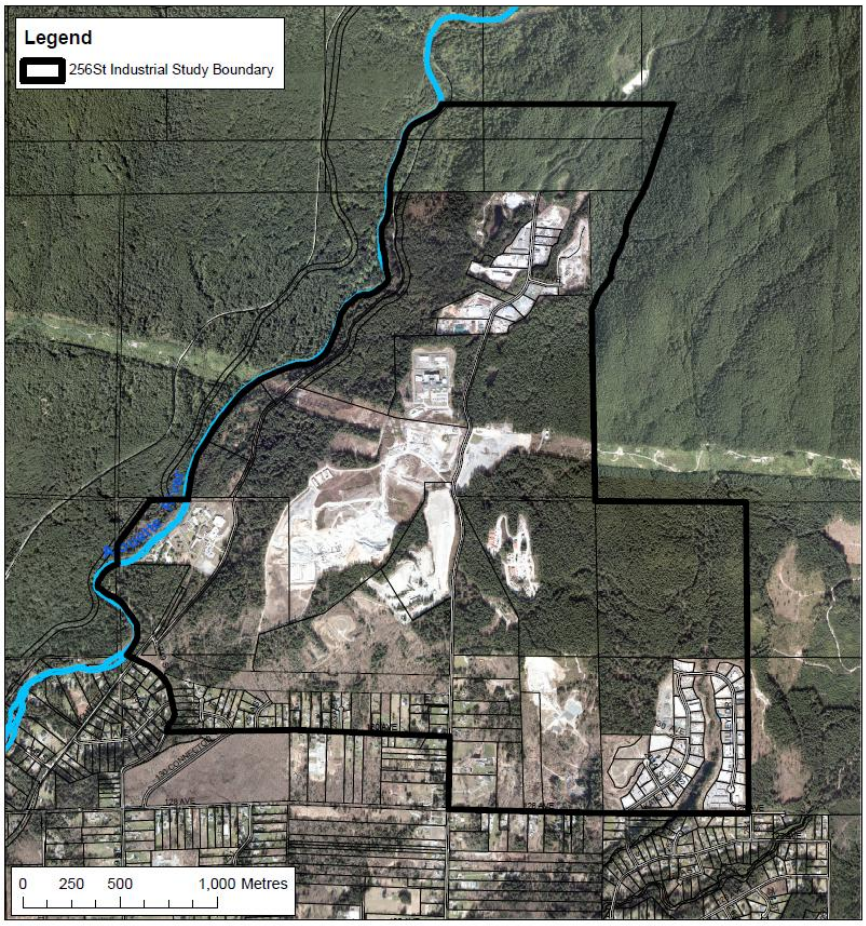
While there are some established businesses in the area and active gravel extraction facilities, many of the lands are vacant or underutilized, and face various challenges relating to achieving full industrial development, such as:

- Physical terrain challenges and floodplain.
- Environmentally sensitive areas and encumbrances.
- Limited servicing infrastructure.
- Poor transportation accessibility.

These issues have historically prevented the development / redevelopment / densification / intensification of these industrial lands and the realization of their contribution to the business growth of the area and the economy of the City.

A high level assessment was undertaken to determine the potential developable areas for industrial land use, after estimating the undevelopable steep slopes and watercourses (Figure 4). Ongoing gravel pit extraction and aggregate processing operations have been occurring on the *Industrial Reserve* and *Rural Resource* lands, and minimal development activity is anticipated for such lands until the gravel operations are complete. The intent is to facilitate the eventual orderly wind-down of the gravel facilities in a way that optimizes the terrain of the lands for future industrial land uses. It is expected that the full industrial buildout of the area may take a number of decades, paced in response to market forces and landowner actions.

Figure 4: Study Area Ortho Photo



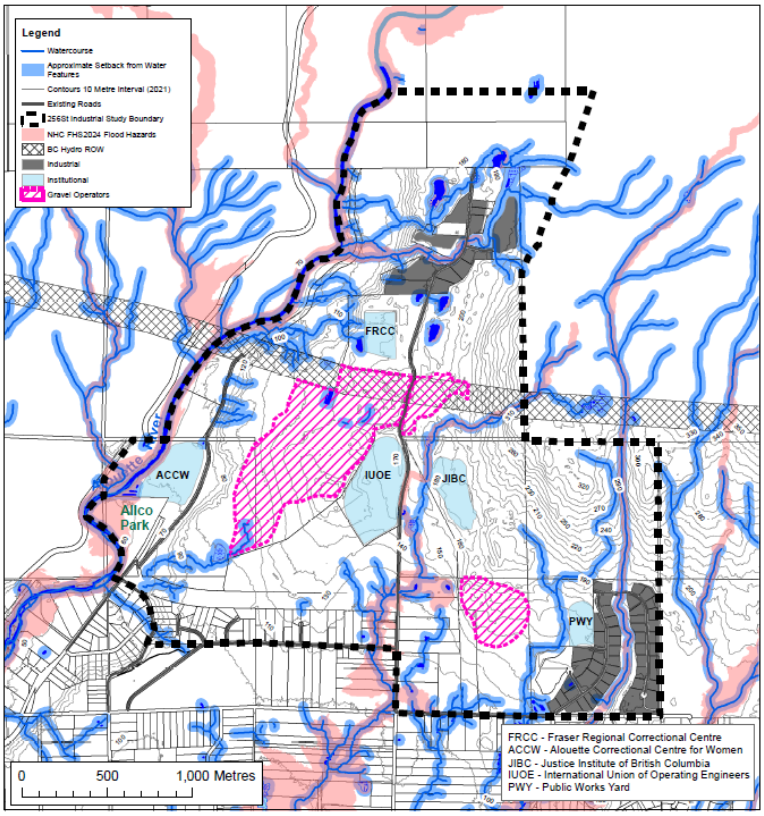
3.2 Existing Land Uses

The area currently includes a range of land uses, including gravel extraction and processing, institutional operations (i.e., correctional and training facilities), various resource/rural industrial uses, with some Crown Lands owned by the province and lands owned by the City (Figure 5).

To support the intended industrial development of the lands, the road network will be enhanced, including with the planned easterly extension Abernethy Way, along with new internal roads, and sanitary, water, and stormwater infrastructure services expanded.

3.3 City Owned Lands

Figure 5: Area Features Map



The City of Maple Ridge owns two properties within the North 256 Street area plan:

- 13790 256 Street was a former gravel pit / extraction site, that is now under a Provincial Mining Remediation order, and currently managed by the City. While the property has a gross site area of approximately 60 hectares, it has a much smaller net development potential given its topography (steep slopes). A portion of the southwest corner of the site along 256 Street is sufficiently flat to support potential development once the remediation work is complete.
- 26185 130 Avenue, is an approximately 15-hectare property utilized by the City's Engineering / Operations Department as a satellite works / storage yard which is expected to continue. This property is encumbered by a watercourse and associated setbacks.

3.4 Gravel Facilities

This area of Maple Ridge is known to have rich gravel deposits. The extraction of this commodity needs to be balanced with environmental, stormwater management, and traffic safety requirements, as well as planning for future development.

The primary characteristics and considerations of a gravel facility includes the following issues which need to be considered as surrounding lands are developed and redeveloped:

- **Operations**: Involves the use of heavy equipment to remove gravel from the deposit. This may involve blasting or other methods to break it out for removal and transport.
- **Land Use and Zoning**: Operations must comply with regulations concerning land use, environmental protection, and reclamation. Gravel pits often require special zoning,

designations or permits, which might specify the size, location, and operational capacity of the pit.

- **Regulatory Compliance**: Gravel pits must comply with both municipal bylaws and provincial regulations, including safety regulations, environmental and health standards governing resource extraction operations.
- **Operational Limits**: There may be limits set on annual extraction volumes to minimize environmental impact and maintain road infrastructure. For instance, annual hauls are capped to certain volumes and specific trucking routes required. Expedited extraction of the gravel could allow for the earlier development of the lands for industrial uses.
- **Community Impact**: These operations are often subject to assessments to minimize noise, dust, and traffic impact on the nearby community. This includes developing specific truck routes to mitigate the disturbance to residential areas.
- **Environmental Impact**: Requiring assessments to evaluate potential environmental features, protection areas and impacts, including effects on local ecosystems, air quality from dust, noise pollution, and impacts on adjacent properties. Requiring environmental monitoring plan during operational phase (including but not limited to water quality monitoring).
- **Restoration and Reclamation**: Post-extraction, gravel pits are subject to environmental reclamation to restore the land for future use, which could range from natural habitat restoration, to recreational uses or industrial development.

The gravel resources will need to be extracted before other uses and development may occur on those affected lands. The policies of the OCP require that gravel deposits be identified and, if available, be removed prior to any industrial development. This requirement may be a constraint to advancing industrial development on those lands as it will depend on the extent of the deposits and the rates of extraction.

3.5 Institutional Uses

The area has a number of long-standing institutional uses that serve not only the community, but also the province, and have associated employment and transportation considerations. Two of these are specialized training facilities, and two are correctional facilities, described as follows:

- **Justice Institute of British Columbia (JIBC)** – The JIBC Maple Ridge campus has been in place since 1983, and has expanded over the years. It focuses on hands-on firefighting, police, paramedic, and other safety and emergency training programs. The

facility boasts unique simulation training equipment like a three-storey concrete burn building, a ship's steel superstructure, and an 11-car train derailment.

- **International Union of Operating Engineers (IUOE)** – The IUOE Local 115 Maple Ridge training facility has been in place since 1985, and is one of the leading facilities of its kind in Canada, with courses in Road Building and Heavy Construction, Mobile Crane Operation, and Asphalt Paving. The site features access to equipment used in the field and realistic jobsite conditions. The facility also offers a variety of supplementary courses such as safety, traffic control, and the operation of light equipment such as forklifts. Training programs are available to members and non-members, and run throughout the year.
- **Alouette Correctional Centre for Women (ACCW)** – Originally built in 1954 as a men's prison, it is now the only all-female correctional facility in British Columbia and one of ten provincial correctional institutions. It has a capacity for approximately 300 inmates, providing medium security and secure service levels, along with comprehensive health services as part of the BC Mental Health and Substance Use Services.
- **Fraser Regional Correctional Centre (FRCC)** – The facility is a provincial men's correctional centre, established in 1990 with a capacity for approximately 300 inmates. The centre functions primarily as a medium-security institution, providing basic amenities and structured programs aimed at rehabilitation and reintegration, emphasizing structured visitation and involvement from families and the community.

4. POLICY CONTEXT

4.1 Official Community Plan

The area has long been contemplated for industrial uses, including in the Official Community Plan (OCP) and the Regional Growth Strategy (RGS). The lands were designated *Industrial Reserve*, *Industrial*, *Institutional*, and *Park* in the OCP, and *Industrial* and *Rural* in the RGS, with amendments associated with this new area plan.

The OCP establishes community principles related to employment and economic matters, including:

- Supporting and facilitating opportunities for local job growth.
- Promoting local strengths to a global market.
- The importance of local jobs to create a balanced community.
- Identifying new lands for industrial lands to provide for future employment.

The previous update to the OCP policies relating to the North 256 Street industrial lands was undertaken through a land use review completed in 2017, which added 90 ha (223 ac) under an *Industrial Reserve* designation.

4.2 Metro Vancouver Regional Policies

Metro Vancouver provides the regional context for local area industrial lands. Administratively, the regional district is home to 21 member municipalities, an electoral area, and a treaty First Nation, all with a diverse and growing population and economy. Together, both regional and municipal administrations confront issues pertinent to industrial lands.

Regional Growth Strategy

The Metro Vancouver Regional District has been exploring industrial land use issues for decades. The RGS includes an *Industrial* land use designation and associated policies in place since 2011, which is in part implemented through local municipal plans, policies, regulations, and actions. Beyond protecting the industrial land base, the strategic focus of the regional land use and associated policies advances industrial densification of the limited available lands.

Metro 2050, the latest version of the RGS adopted in 2023, provides a vision for the year 2050 to, among other things:

- Accommodate anticipated regional population and workforce growth, including through focused residential and commercial development in urban centres.
- Protect industrial lands for industrial uses and intensifying industrial forms.
- Achieve other goals pertaining to housing, transit, and environment, to support an efficient regional economy and transportation system.

Regional Industrial Lands Strategy

Responding specifically to these issues and the need for a coordinated approach, Metro Vancouver completed a Regional Industrial Lands Strategy in 2020 that included recommended actions. The Strategy was informed through significant research and engagement, and in close collaboration with the region's member municipalities and other sector interest holders. It establishes a vision for the future of industrial lands across the region and provides recommendations to guide a broad range of actions.

The Strategy identified the following long-standing challenges facing the region's industrial lands:

1. A constrained land supply.
2. Pressures on industrial lands.
3. Site and adjacency issues.
4. A complex jurisdictional environment.

In response, to address these challenges, the Strategy recommended 10 priority actions, and 34 recommendations to:

1. Protect remaining industrial lands.
2. Intensify and optimize industrial lands.
3. Bring existing land supply to market through addressing site issues.
4. Ensure a coordinated approach.

The actions reiterate the critical shortage of industrial lands in all areas of the region, which has implications for achieving long-term economic sustainability.

The North 256 Street Industrial Lands Area Plan is an opportunity to respond to this challenge, and benefit Maple Ridge and the broader regional economy. The objective is to facilitate the full industrial development potential of the lands through infrastructure investments, timely development, business occupancy, and local jobs.

Metro Vancouver Approvals

A Metro 2050 regional land use designation change (i.e., from *Rural* to *Industrial* for select sites) and an Urban Containment Boundary adjustment require approval by the Metro Vancouver Regional District Board. Furthermore, a Fraser Sewerage Service Area adjustment approval by the Great Vancouver Sewerage and Drainage District Board for a part of the area is required.

The requested amendments are considered by Metro Vancouver after the required public hearing and third reading of the OCP amending bylaw by Council. Once approved by the Metro Vancouver Board, Council can adopt the OCP amending bylaw.

5. ENVIRONMENTAL FEATURES

The North 256 Street industrial lands include some steep terrain and environmental features, with conservation and recreation lands in and around the area. The potential development lands are partially vacant and underutilized, and face various challenges relating to achieving industrial development. These issues include but are not limited to:

- Challenged site physical terrain, including natural hazards.
- Environmentally-sensitive areas and ecological assets, such as watercourses.
- Limited servicing infrastructure.

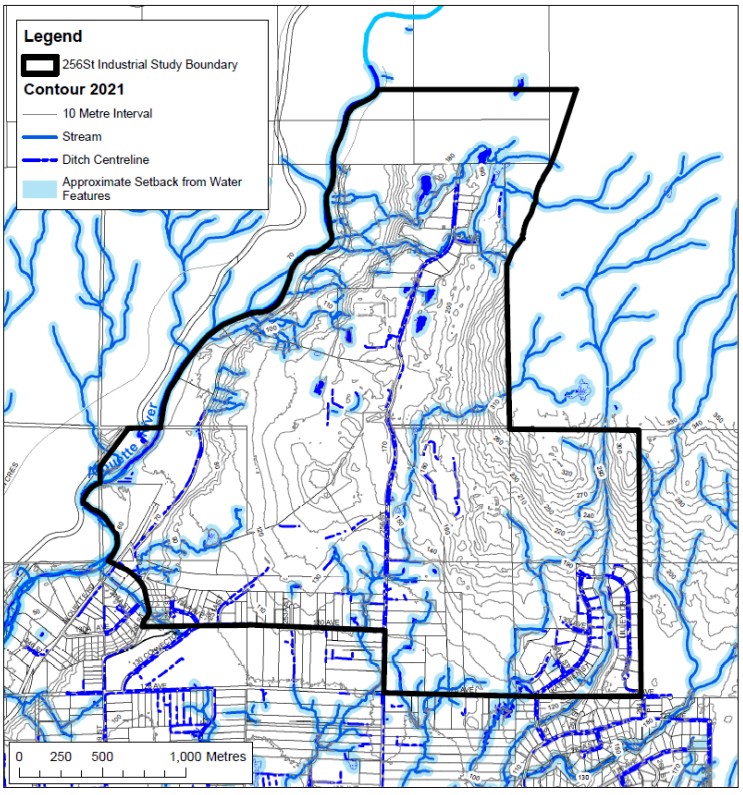
As part of the planning process, the lands have been assessed at an area-wide scale to identify the constraints and opportunities and inform the conceptual plan design. It included an evaluation of groundwater conditions, analysis of riparian areas and fisheries watercourse classifications, assessment of vegetation communities and wildlife (including species at risk), identification of environmentally sensitive areas, potential wildlife corridor options, and identified constraints and opportunities. Site-specific environmental-related matters will be further identified and addressed as part of individual development applications.

5.1 Site Description

The gross study area comprises approximately 744 hectares (1,838 acres), located approximately north of 128 Avenue / 130 Avenue along 256 Street, south of Alouette Lake and partially within the Alouette Valley, immediately east of Golden Ears Provincial Park, and west of Blue Mountain (Figure 6).

The area includes Allco Park and a portion of the southwest-flowing Alouette River, and contains numerous tributaries to the Alouette River and North Kanaka Creek. The western portion of the area is underlain by an aquifer, which is recharged from the

Figure 6: Contours and Watercourses Map



Alouette River. Existing industrial operations and 256 Street are situated on a plateau in the central area.

The elevation varies mainly between 60 metres and 160 metres above sea level, with some areas reaching 180 metres. The area generally slopes to the southwest at an average grade of 5%; however, there are several locations where slopes are greater than 25%.

5.2 Notable Environmental Features

Key existing natural features include several watercourses within and directly adjacent to the area. A watercourse is defined as a source of water supply, whether usually containing water or not, a pond, lake, river, creek, brook, ditch, and a spring or wetland integral to a stream and provides fish habitat. They are classified as fish-bearing or non-fish-bearing and their riparian setback areas help protect fish and fish habitat. area. Several creeks are fed by groundwater and flow across the area to the west and south into the Alouette River and Kanaka Creek, with a narrow escarpment dropping to another generally flat bench comprising the Alouette River floodplain. Along with some unmapped watercourses and wetlands, there are also numerous drainage and constructed ditches (along property lines and roadways) that collect surface runoff and groundwater and flow to the watercourses.

Much of the area is underlain by proglacial sand and gravel deposits belonging to the Vashon Drift. These are overlain by glaciofluvial channel fill, floodplain, and ice-contact gravel and sand deposits from the Fort Langley Formation in the Alouette River floodplain. These contain the provincially-mapped Aquifer No. 38, a moderately productive aquifer that transitions from unconfined to confined moving downstream along the adjacent Alouette River Valley. Along the same transect, the Alouette River level approaches the groundwater to become hydraulically connected.

As ground elevations step upward towards Blue Mountain, the Vashon Drift deposits become thinner and are interrupted in places by outcropping bedrock. On the face of the western-most step which parallels the Alouette River, the exposed upper water table (not the same as that beneath the River floodplain) sustains several spring-fed tributaries. These watercourses contribute baseflow to the Alouette River. Along the southern edge of the Vashon Drift, groundwater discharge and surface water runoff report to Websters Creek and its tributaries and shallow water table conditions prevail.

Vegetation in the area is predominantly associated with areas surrounding the tributary streams and wetlands, with extensive mature forest present across the area, dominated by coniferous forest. Some other areas dominated by Big-leaf Maple trees are also present.

Areas of mature forest are generally associated with the various creeks as they near the Alouette River and Blue Mountain, and they form continuous connections with the forest within Golden Ears Provincial Park. Although the forest stands are fragmented by homes, industrial and institutional buildings, and roads, there remains a degree of connectivity in areas between creeks and through undeveloped land.

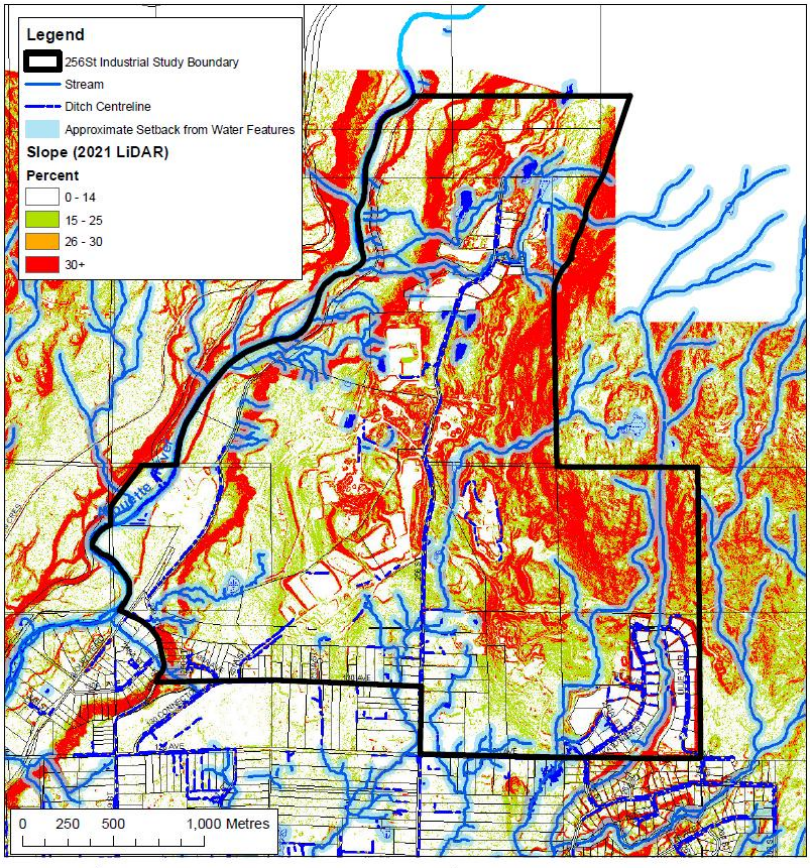
5.3 Notable Habitat and Species

The protection of the Alouette River and Kanaka Creek tributaries and groundwater base flows are an environmental priority for the North 256 Street industrial land use planning process.

The non-fish-bearing creeks are considered 'nutrient streams' for their essential role in providing productive conditions for fish life in the Alouette River and tributaries supporting fish populations. All creeks within the area are valuable sources of nutrients and cool water flows to Alouette River and Kanaka Creek and will require the protection of riparian areas with streamside setbacks extending 15 to 30 metres from the top of bank.

Riparian, young, and mature forests provide valuable habitat to species of conservation concern, and the Alouette River provides valuable habitat for wildlife, and movement corridors (Figure 7). The Alouette River and its tributaries should be facilitated for wildlife conservation and resident safety. This approach takes advantage of the multiple riparian setback areas it passes through as well as mature forest.

Figure 7: Slope Map



Invasive vegetation is present throughout some areas, including along the borders of forest stands and riparian areas, along roadsides, and within young forests. Himalayan blackberry was widespread at

forest edges, drainage ditches, and within young forest. Japanese knotweed was present along a mapped stream on the northwest portion of the site. Lamium, English holly, English ivy, Himalayan Balsam, and English laurel were also frequently encountered.

Federally-designated critical habitat has been identified for the Northern Red-legged Frog, Oregon Forestsnail, Pacific Water Shrew, Common Nighthawk, Barn Owl, Marbles Murrelet and Spotted Owl. Other federally / provincially designated species at risk such as Hoary Bat, Band-tailed Pigeon, and Western Toad may potentially occur within the area. Protection of the selected forest stands, streams, wetlands and associated riparian areas should provide suitable habitat for fish and wildlife conservation, including wildlife movement corridors.

5.4 Land Use Planning Considerations

Responsible land use management involves balancing environmental, social, and economic objectives while minimizing impacts to sensitive ecosystems and natural features.

Permitted uses in the area should consider the need to maintain groundwater recharge capability by minimizing impervious ground surfaces, maintaining and enhancing areas of vegetated ground, and incorporating infiltration structures (e.g. open drainage ditches retained, bioswales, rock pits). Infiltration is expected to be most practical in the central portion of the area currently occupied by a large gravel pit.

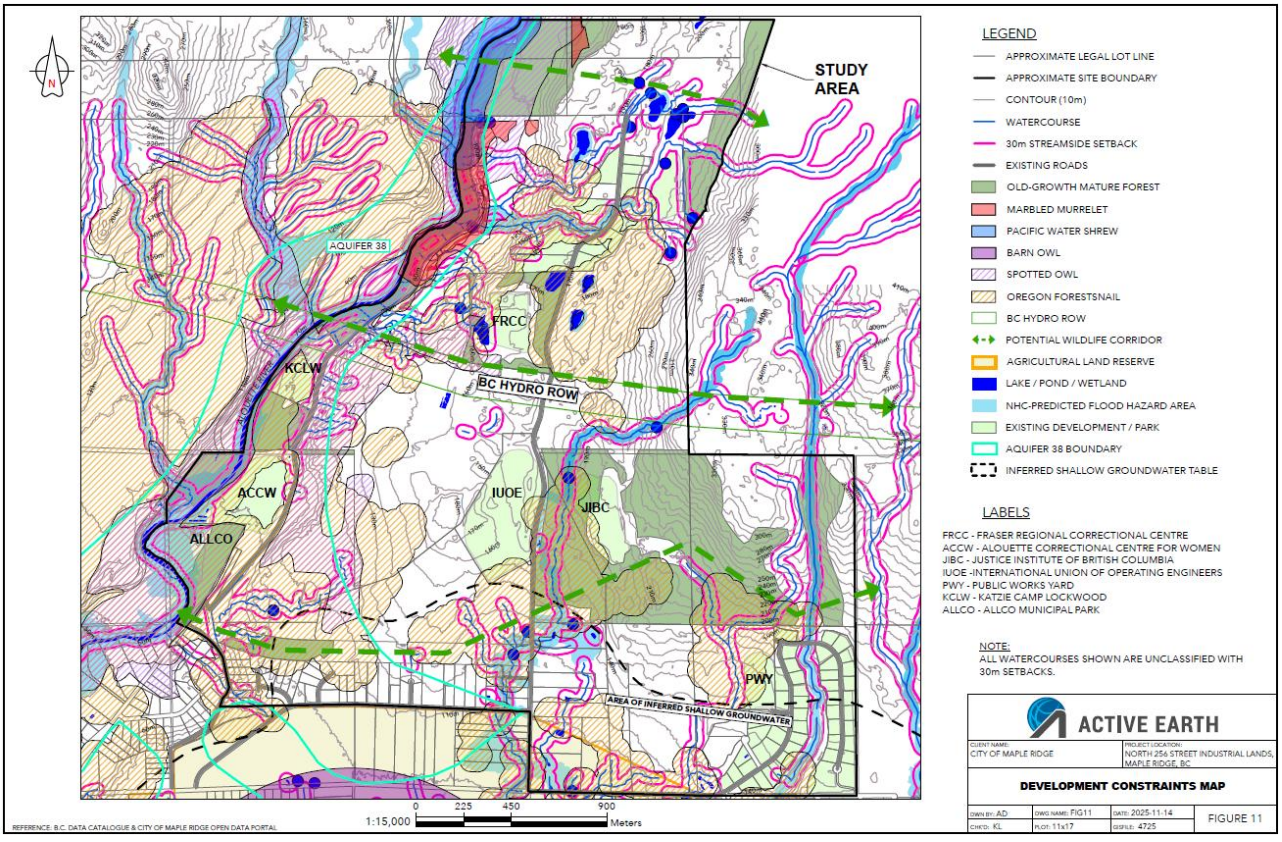
Areas where infiltration is expected to be limited are in part due to a shallow water table, poorly draining soils and sediments, shallow bedrock, or proximity to steep slopes. In such cases, additional engineering controls with new development will be necessary to moderate erosion and sedimentation in receiving watercourses, particularly in the face of a changing climate. All geotechnical investigations for land development proposals should include a plan that assesses local groundwater conditions (e.g., including multiple monitoring wells).

Local Aquifer No. 38 offers great potential as a future water source along the Alouette River Floodplain. Any groundwater extraction from below the floodplain near the southeast portion of the area will need to take into consideration the likely hydraulic connection between the Aquifer and the River. On the middle ‘bench’ at higher elevations, potential impacts on spring-fed tributaries, particularly those that are licensed, warrants careful consideration.

The maintenance of the groundwater baseflows of creeks is essential for moderating the temperature, water, and nutrient flows into the Alouette River and Kanaka Creek. Groundwater-fed nutrient streams, such as the creeks present in the area, supply cool water at a steady rate. In contrast, runoff from developed areas typically enters streams with extremes of temperature and flow, which can be damaging to fish populations, other wildlife and vegetation, and cause increased erosion. Increases in temperature extremes as the climate changes further emphasizes the importance of these moderating effects of groundwater-fed nutrient streams. Although many of the groundwater seepages identified in the area are associated with streams and therefore will be protected within setbacks, a number of seepage areas exist that are diverted into drainage ditches (i.e., groundwater discharge) (Figure 8).

To minimize the negative impacts of future development on groundwater, as well as the hydrologic flow regime of watercourses, mitigation methods should be considered as part of the development process. Low Impact Development (LID) planning and design approaches aim to manage stormwater runoff and generally preserve the pre-development hydrologic regime. LID methods incorporated into development plans can increase the effective infiltration of stormwater to reduce excessive creek flow during storm events as well as increase groundwater recharge.

Figure 8: Development Constraints Plan



The Alouette River offers valuable habitat for wildlife, and wildlife movement. The corridors along the Alouette River and its tributaries should be facilitated for wildlife conservation and resident safety. This approach takes advantage of the multiple riparian setback areas it passes through as well as mature forests.

5.5 Required Further Review

There are numerous constraints on land development, such as steep slopes, streamside setback areas, flood prone areas, designated critical habitat polygons for species at risk, existing institutional uses, and others.

The context map presents various development constraints identified through this baseline Environmental and Hydrogeological Overview Assessment. The boundaries of the constraints are subject to refinement through detailed site-specific environmental assessment by qualified environmental professionals at the time when development proposals are being considered. Further assessments will confirm the extents of unmapped watercourses and their classifications. The potential to remove existing introduced barriers to fish migration (i.e., culverts) should be assessed and implemented in conjunction with future redevelopment applications.

Any development proposals within the area plan will require site specific and project-specific detailed assessment by qualified environmental professionals and will require review and approvals by the City of Maple Ridge such as under the guidelines for a Watercourse Protection Development Permit or Natural Features Development Permit, or other applicable development permits (e.g. hazard lands, wildfire). Senior government review and approvals (e.g. BC Water Sustainability Act, federal Fisheries Act) may also be required for development proposals.

6. RECREATION AND PARKS

The North 256 Street industrial area is surrounded by forested lands and natural features. There are many existing trails in the area, either identified in the OCP or otherwise noted from trail planning work. Not all of the trails are managed by the City, formalized, or located on public lands.

Allco Park is the only developed and maintained City park in the area. Park features and facilities include: a barbecue area, two covered picnic shelters, open green space, benches, parking, picnic tables, river access, trails (horse and walking), washrooms (portable), wildlife viewing, and a small pull though gravel campsite area.

The Rivers Heritage Centre, managed by Alouette River Management Society (ARMS), is located on the grounds of the Alouette Correctional Facility, adjacent to Allco Park. ARMS is a broad-based, non-profit organization committed to the protection and enhancement of the Alouette River watershed, through advocacy, education, and coordination.

The surrounding area, including forested Provincial lands, is known for frequent recreational mountain biking and motorcycling use. This activity draws users from Maple Ridge and around the region.

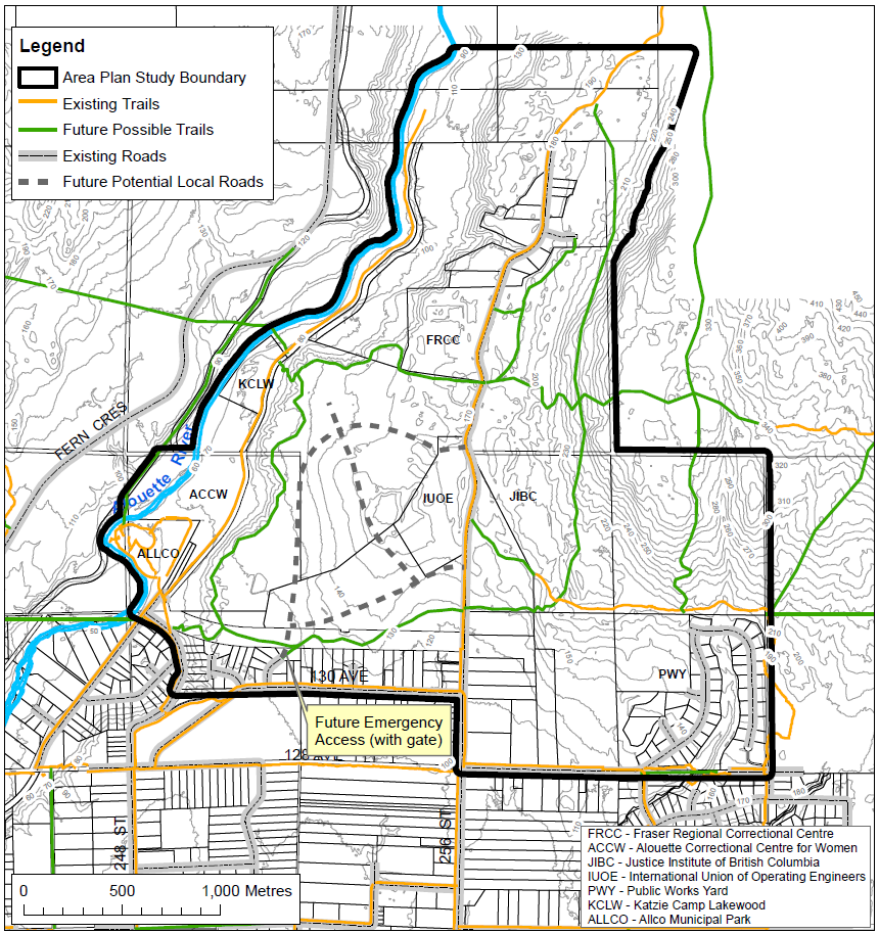
The Blue Mountain Motorcycle Club is a non-profit society mandated with stewardship of the off-road trails on Blue Mountain. They promote safe, responsible, and sustainable use of this trail system to negate environmental impact and ensure the riding area remains open for future generations of off-road motorcycle enthusiasts.

Some of the area's lands include natural hazards such as steep terrain and other environmental / ecological attributes, which may limit their potential for safe or appropriate public access and recreationally-focused parklands.

The area plan proposes new trails and multi-use pathways and connections around the core area of the industrial development (Figure 9). There is an opportunity to further work with local recreational groups to connect and expand municipal multi-use pathway network and potential active transportation infrastructure with surrounding trail routes that connect within and beyond the study area.

Some trails and pathways can be aligned with roads and/or utility corridors, while also ensuring that the conservation lands and natural features are appropriately protected.

Figure 9: Area Trails and Roads Map



7. LAND USE PLAN

The North 256 Street Industrial Lands Area Plan's land use designations identify appropriate and intended locations for various industrial and industrial-related uses, institutional and commercial uses, environmental and conservation areas, recreation and parks, public access such as trails, existing rural residential uses, and associated transportation and infrastructure needs (see Appendix).

The following are the current relevant land use designations established in the Official Community Plan (Chapter 2, Section 2.2):

- The **Industrial** designation permits industrial and business park uses on lands identified for industrial development.
- The **Institutional** designation includes diverse uses that meet specific community needs and that serve the local population, such as schools, parks, community halls, recreational facilities, museums, places of worship, firehalls, daycare facilities, healing and wellness centres, correctional and rehabilitation facilities, public services uses, hospitals, and congregate care facilities.
- The **Conservation** designation is for the protection of ecologically sensitive lands and significant natural features that are essential to maintain ecological diversity.
- The **Park** designation permits open space, recreation and park use, and may be under either Federal, Provincial, Regional, or City jurisdiction.

7.1 Interface and Integration

Design considerations for integrating industrial land uses into the area, which are further addressed in the policies sections and urban design guidelines , include the following:

- **Buffer / Interface**: Include buffer areas like green spaces or interfaces to separate industrial uses from residential zones, minimizing potential disturbances to nearby communities.
- **Accessibility**: Positioned to facilitate easy access for transportation and logistics, supporting efficient goods movement while avoiding interference with residential traffic patterns.
- **Environmental Impact**: Involves controls and compliance with environmental standards to minimize ecological disruption and preserve local air and water quality.
- **Gravel Pits**: A unique and notable current activity in the area are the gravel pit extraction mines, some with associated aggregate processing.

7.2 Changes to Designations

Based on the work associated with preparing the area plan, the below table provides an estimation of the areas by land use class. Noting that the area contains some active industrial uses, underutilized and vacant sites, and gravel facilities, as well as conservation and recreation type uses. Some of the properties were already designated as industrial in the Official Community Plan and Regional Growth Strategy.

Upon redesignation of the lands within the study area, the results would be gross areas as follows in Figure 10 and Figure 11 (noting that net developable or usable amounts of land would be much less).

Figure 10: Resulting Official Community Plan Designations

OCP Land Use Designations	Hectares	Acres
Industrial	430	1063
Institutional	91	225
Conservation	14	35
Park	66	163
Forest	96	236
Agricultural	15	36
Estate Suburban Residential	14	34
Suburban Residential	18	45
Total	**744**	**1838**

Figure 11: Resulting Regional Growth Strategy Designations

RGS Land Use Designations	Hectares	Acres
Industrial	515	1272
Conservation & Recreation	181	447
Agricultural	15	36
Rural	33	83
Total	**744**	**1838**

8. AREA PLAN POLICIES

To guide development the North 256 Street Industrial Lands Area Plan, the following policies apply:

A) Development Policies

8-1 The intended phasing of development within the area plan is to proceed in the most efficient manner, supporting cost-effective public and private sector capital investments and operations.

8-2 Development patterns should respond to the land, not to land ownership boundaries.

8-3 Land assembly or lot consolidation proposed in conjunction with development is encouraged, and should address the following:

i. That any residual lots are left in a configuration and size which are suitable for future development, or can be consolidated with other abutting lots and would support the applicable land use designation and policies;

ii. Land assemblies will incorporate adequate impact mitigation measures such as the provision of buffers, landscaping, site design, building arrangements, and building and signage design to ensure compatibility with abutting existing and / or future land uses.

8-4 The siting of development should avoid impacts to watercourses and environmentally-sensitive areas, reduce the risk of erosion, minimize visual disruption, while protecting the character of the area.

8-5 Significant treed slopes or natural vegetation should be retained where possible to minimize disruption to watercourses, minimize erosion, and enhance the character of the area.

8-6 Development patterns and forms that allow for the retention of existing mature trees and vegetation are encouraged.

8-7 Development adjacent to treed slopes, ravines, watercourses, and environmentally-sensitive areas should respect natural vegetation, use natural landscaping to retain soils on the site, and may require additional provisions as established by agencies having jurisdiction.

8-8 Development should mitigate environmental impacts by increasing connections for wildlife, preserving existing hydrological processes, protecting fish and fish habitat, preventing surface flooding, and ensuring major storm conveyance systems are

capable of conveying significant flows to minimize damage to life and properties under extreme storm conditions.

8-9 Development is subject to the Natural Features Policies in the Official Community Plan Chapter 5.

8-10 Development is subject to the Development Permit Area Guidelines in the Official Community Plan Chapter 8.

B) Infrastructure Policies

8-11 Provide infrastructure investments to match defined land uses, densities and development patterns.

8-12 Coordinate the connection of equestrian, bike, and pedestrian pathways / trails with roads, streets, and the broader transportation network, as appropriate.

8-13 Minimize the number of watercourse crossings to reduce impacts and prevent intrusion into greenways.

8-14 Ensure that watercourses are considered and protected when planning new infrastructure.

8-15 Accommodate and treat stormwater at or near the source wherever possible through maximizing permeable areas and infiltration.

8-16 Utilize stormwater and grey water collection systems where feasible for irrigation and infiltration systems.

C) Vehicle Transportation Policies

8-17 The area road network is focused on efficient goods movement and truck transport, providing road connectivity to the rest of the city and region.

8-18 Adopt road and street types and cross section standards that appropriately manage vehicle speed. This includes lighting, landscaping and accommodating sidewalks / multi-use pathways for pedestrians and cyclists, as appropriate, while ensuring turning radii, grades and curves are designed to support truck movements.

8-19 Align and design roads to reflect topographic features and to minimize site impacts.

8-20 Design roads to co-exist with bike trails and shoulder equestrian trails.

8-21 The design of new development should align with the City's requirements for creating a safe, integrated, multi-modal transportation system.

8-22 The City will work in cooperation with TransLink to provide and improve public transit service to the area to serve the growing workforce commuter needs.

8-23 The City will monitor traffic flows through the area to effectively manage traffic volumes and/or improve safety as additional development is introduced.

8-24 While maintaining an efficient transportation system that supports the intended industrial traffic in the area, the arterial road segment could become a street as it passes through a commercial node or civic place to reinforce character and reduce vehicle speeds.

D) Active Transportation Policies

8-25 As the area develops and redevelops, there will be opportunities to create additional linkages for both vehicles, pedestrians, and active transportation for recreational purposes.

8-26 The area plan sets out an integrated active transportation network which includes new bike lanes, trails, and multi-use pathways.

8-27 Where developments are proposed, pedestrian and cycling connections should be improved or created, wherever possible, linking with the local and broader community.

8-28 Create diverse trail linkages throughout the area, including new connections between the street network and to surrounding amenities, community features, existing trails, and the proposed trail network.

8-29 Plan and locate trails and multi-use pathways to maximize safety considerations such as wildlife, surface materials, visibility, and accessibility where grades permit.

8-30 Trails should be located in naturalized areas, with intended connections to pedestrian and cycling routes, the street network, multi-use pathways, and recreational spaces to expand connectivity throughout the area.

E) Institutional Policies

8-31 Existing institutional facilities will remain in the area and be supported as their operational needs continue and change.

8-32 Ongoing gravel operations will continue as aggregates are extracted, and wind-down in an orderly and planned manner to accommodate the intended long-term industrial use of the lands.

8-33 Appropriate buffers, interfaces, and setbacks from unique institutional uses will be provided as the surrounding lands are developed.

F) Industrial Policies

8-34 Businesses will primarily be light industrial uses that do not generate significant noises, vibration, fumes, or odours.

8-35 Accessory office and retail use(s) that support the primary permitted industrial use(s) can be located on industrial lots.

8-36 Industrial development should integrate well into the area through either attractive building design or landscape screening.

8-37 Lot sizes, layout and building designs will vary depending on the needs of individual businesses located within the area.

8-38 Outdoor storage areas should be visually screened with fencing or landscaping.

8-39 Wherever possible, parking and loading areas should be located in the side or rear yards.

8-40 Integrate industrial developments with surrounding activities through the use of appropriate transition of uses and buffers / interfaces.

G) Commercial Policies

8-41 The area plan anticipates one to two centrally-located, local-serving commercial node(s) developing as part of the overall build-out program.

8-42 The commercial node(s) is to be sized appropriately (accommodated through site specific zoning) and intended to meet the needs of the surrounding industrial area businesses and local workers only.

8-43 The retail uses in the commercial node(s) are intended to provide services consistent with the use and scale of the area plan development program. The types of permitted uses will include cafés, restaurants, other small businesses, and childcare or related services.

8-44 The commercial node(s) is envisioned as an anchor for community activity, connected by trails, adjacent to parks, and a short walk from trailheads into parks.

H) Conservation Policies

8-45 Protect natural features on lands designated Conservation, while ensuring public safety, including land and riparian resources and tree canopy.

8-46 Apply the principles of the Province's Mitigation Hierarchy whereby avoiding impacts to environmentally-sensitive areas and natural features is considered the

first measure of protection, followed by mitigation where avoidance is not feasible, then restore and offset.

8-47 Apply the principles, policies, and guidelines relating to conservation and sustainability from the relevant sections of the Official Community Plan.

8-48 Support efforts to enhance biodiversity within the Conservation lands to support native insect, fish, and wildlife species, while continuing to generally maintain the natural drainage system for the surrounding area.

8-49 Environmentally-sensitive and / or unique natural open spaces should be preserved, enhanced, and / or under public ownership, as appropriate.

8-50 Maintain or improve fish habitat through an adaptive approach to establishing watercourse buffers.

8-51 Encourage appropriate wildlife use of natural open spaces and trails systems, while ensuring that yard maintenance and other practices are followed to minimize interaction between development and wildlife.

8-52 The transition from development to the edges of the natural environment should be well integrated. Where there is significant site clearing adjacent to forest areas, a buffer of natural plantings should be implemented by restoring the forest edge and / or vegetation removed.

8-53 Encourage education and awareness of the environmental and flood protection benefits of natural drainage systems, through programs, projects, publications, or other forms of public communication and engagement.

l) Recreation Policies

8-54 Plan and design park spaces to serve the needs of all ages and demographics, particularly the local area workforce and nearby residents.

8-55 Plan for multiple users of the trail and pathway corridors by anticipating a variety of non-motorized and active transportation trail user groups.

8-56 To enhance connectivity throughout the area and create links with parks and other points of interest, locate new pathways and trails within park spaces in consideration of the wider pedestrian and cycling network.

8-57 Retain, expand, and enhance existing recreational trails, wherever possible, to permit sensitive public access to natural areas for recreation, while avoiding conflicts. These trails provide opportunities for walking, hiking, mountain biking, and equestrian use.

8-58 Plan for a linked park and open space system that responds to recreational needs of the local workforce, residents, and visitors.

8-59 Trails will be encouraged through designated conservation areas and public spaces, to enable the public to access, experience, and appreciate natural areas and provide opportunities for recreation.

J) Landscaping and Urban Forestry Policies

8-60 In natural areas with environmental sensitivities, take measures to protect forest edge conditions and to design development appropriately considering any new forest edge conditions.

8-61 Plant materials and biofiltration components that improve water quality will be considered to help reduce contaminants into nearby waterways.

8-62 For large areas of paved surfaces, such as parking lots, the installation of permeable surfaces, trees, soils, rain gardens, bioswales, raised planters, and / or living green walls, where feasible, is encouraged to provide habitat, rainwater interception, cooling in summer months, carbon sequestration, and a more attractive urban environment.

8-63 Target 10% tree canopy coverage for the industrial lands, or 25 new trees / hectare within the developable areas.

K) Sustainability Policies

8-64 Implement green infrastructure elements into site design such as bio-retention areas, rainwater gardens, bio-swales, permeable surfaces, landscaped curb bulges on street rights-of-way, rainwater harvest for irrigation, and green roofs.

8-65 To support wildlife, use of native plant and tree species that are suited for the climate and that will attract local songbirds and pollinating insect species, is encouraged as part of the development.

8-66 Invasive vegetative species management and habitat restoration initiatives will be encouraged, wherever possible. These activities should respect human and animal interface safety issues.

8-67 Advance water stewardship practices through development as follows:

i. Maximize groundwater protection and water conservation efforts;

ii. Incorporate stormwater management best practices, including the integration of stormwater management features, into the site design; and

iii. Require a site-specific geotechnical investigation, including a ground-

water impact assessment and impact avoidance and mitigation measures.

8-68 Support urban forestry initiatives and biodiversity conservation with non-profit organizations, stewardship groups, and other local programs.

8-69 Properties that contain a watercourse, wetland area, rocky outcrop, steep slope or other unique environmental features, will be subject to the environmental principles, policies and guidelines in the Official Community Plan and relevant environmental protection bylaws.

L) Green Buildings Policies

8-70 Support green building technologies, wherever feasible.

8-71 Achieving a Leadership in Energy & Environmental Design (LEED), energy efficiency, or similar certification program is encouraged, wherever feasible.

8-72 New developments are encouraged to incorporate Low Impact Development techniques into site planning. Consider employing techniques such as rain gardens, vegetated swales, separation of impervious surfaces, installing below surface infiltration beds and tree box filters, and redirecting water from drain pipes into vegetated areas.

8-73 Apply Best Management Practices and principles of sustainability in the development to minimize environmental impacts.

8-74 Require new development to be built to flood construction standards established in the zoning bylaw to help maximize safety in a flood event, where relevant.

8-75 Continue to maintain emergency response systems that are activated in the event of a serious incident such as flood, fire, or earthquake.

8-76 Apply relevant principles of Crime Prevention Through Environmental Design (CPTED), where appropriate.

9. TRANSPORTATION

The area plan is located in the north-eastern area of Maple Ridge, north of 130 Avenue, and is accessible from the south via the arterial roadway of 256 Street. The existing local roads are mostly of a rural standard, with limited widths and walking facilities. The roadways are not identified as part of TransLink's Major Road Network. The area currently does not have public transit service.

This City recently completed a phased widening of Abernethy Way from 224 Street to 232 Street and is currently in the design and construction phase to extend this roadway further east to 240 Street. Abernethy Way is planned for an ultimate extension to 256 Street as per directions of the Strategic Transportation Plan (2023).

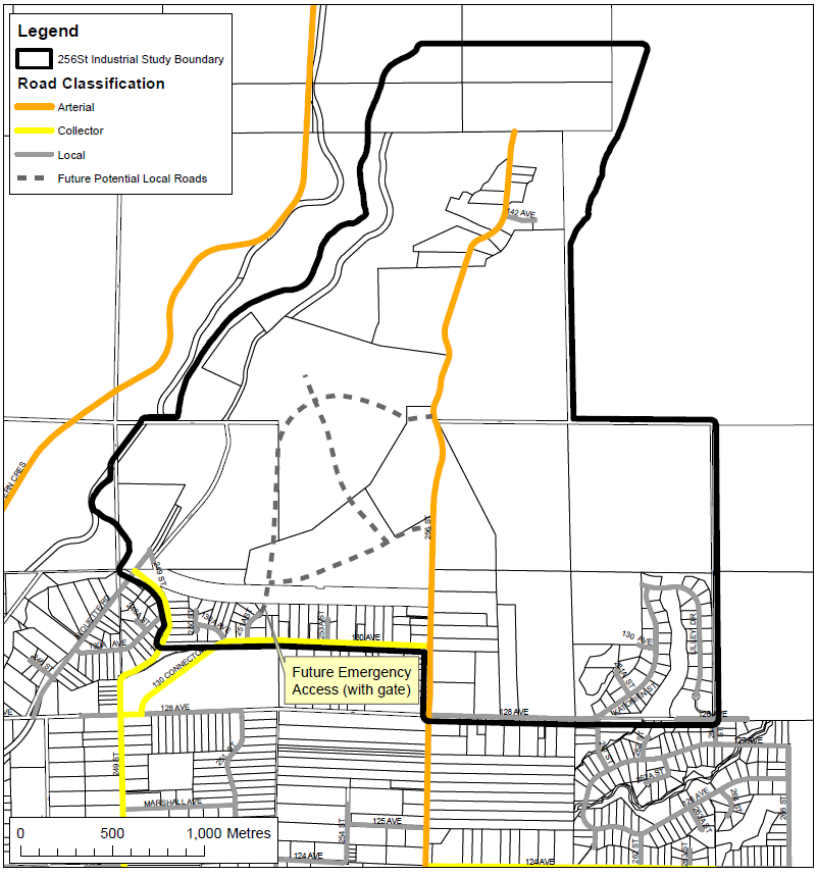
Beyond the road network, the surrounding area contains several different trails, either identified in the OCP or otherwise noted from trail planning work (Figure 12).

Notable users in the area are the gravel pits and the unique institutional facilities (correctional, training). The surrounding area is known for mountain biking, horse trail riding, and motorcycling on various trails. Outdoor recreational activities in this area draw residents from across the city and region.

Topography and watercourses could limit road expansion opportunities, while noting other known items:

- 256 Street at Dewdney Trunk Road is a challenging intersection for truck movements. In particular, the south bound right turn, which the eventual extension of Abernethy Way should help alleviate.
    - This intersection is currently proposed for safety and access

Figure 12: Area Road Classification Map



improvements as part of the 2026-2030 Draft Financial Plan.

- 256 Street at 128 Avenue is a challenging intersection for truck undertaking a north-bound right-turn movement. Trucks that currently make this movement to access the Kanaka Business Park often travel over the centre-line into the westbound travel lane.
    - This intersection is identified for improvement as per the Rural Road Safety Review (2025).
- 256 Street does not have active transportation improvements identified (2023 Strategic Transportation Plan).
    - A secondary access exists from 256 Street along 130 Avenue, 130 Connector, 128 Avenue and 248 Street. This route provides some redundancy, however is limited by two school zones located near Dewdney Trunk Road.

These items will be considered as part of future transportation improvements for the area.

9.1 Cycling Amenities

Cycling amenities on 256 Street were not identified in the 2023 STP. At the time, industrial development for this area was considered as it exists today. The STP projects are intended to serve as a general guide for improvement areas that can help advance the stated goals and objectives.

In consideration of adding cycling amenities to 256 Street, this would require capital investments with ongoing maintenance thereafter. This item will be considered as part of the project as with several other amenities like storm, sanitary, water, gas, roadway and hydro improvements.

9.2 Enhancing Active Transportation

As part of the area plan, some of the various existing multi-use pathways in the area are being formalized, and new alignments and connections are being created. Some trails and pathways could be aligned with new roadways, and also consideration of utility corridors.

There are limited opportunities to improve active transportation infrastructure for this area. In consideration of location and proximity to other amenities, significant investments in active transportation infrastructure may not provide best value to the City in consideration of cost, uptake and maintenance relative to other areas of the City.

TransLink determines local bus routing and frequency for Metro Vancouver. The City will advocate for transit service as the lands develop and the workforce increases in the area.

Trails are to be detailed with cross sections, longitudinal slope, and any required stream crossings, incorporating bridges or culverts where necessary.

9.3 Improving Road Access

As part of the area planning process, to serve the new land uses a conceptual transportation network was developed that addresses both road requirements and traffic impact. The roads will be designed for industrial truck movement while also considering active transportation opportunities and sustainability features. This will include access to the area via the extension of the Abernethy Way, upgrading intersections, as well as new internal roads within the North 256 Street industrial area. New internal roads will be created to access the centrally located lands in the area plan and will be determined and constructed as each parcel develops.

An emergency road access section is proposed via existing 251A Street into the southern part of the area plan. This access, which would be restricted with a gate, would provide an additional means to the area in the event of an emergency.

Due to the challenges of topography and the location of 256 Street, access to developable industrial lots within this neighbourhood is limited at this time. As this area develops, new roadways will be constructed and existing roadways expanded in coordination with development to access available lands.

Truck access to the 256 Street industrial area is provided along arterial roadway connections of Dewdney Trunk Road and 256 Street. As the area moves forward, the extension of Abernethy Way to 256 Street will provide a direct connection for origins and destinations to the west of this area.

10. INFRASTRUCTURE

The City has assessed the water, sanitary sewer, and drainage utilities required to service the area to inform the area plan work and conceptual layout. This identified conceptual utility corridors, and high level servicing capital cost estimates, based on an estimated servicing demand for the proposed industrial uses.

The current sanitary and water infrastructure in the area is adequate for the current users but requires upgrades to serve additional development.

The significant amount of vacant land in the area coincides with the substantial opportunity for a range of new industrial uses and jobs. Investing in roads and servicing will make the area more attractive to a range of end-users and investors. Though investments are anticipated to be significant due to the scale of upgrades required, it is also anticipated to unlock the most significant amount of land for industrial development in the City.

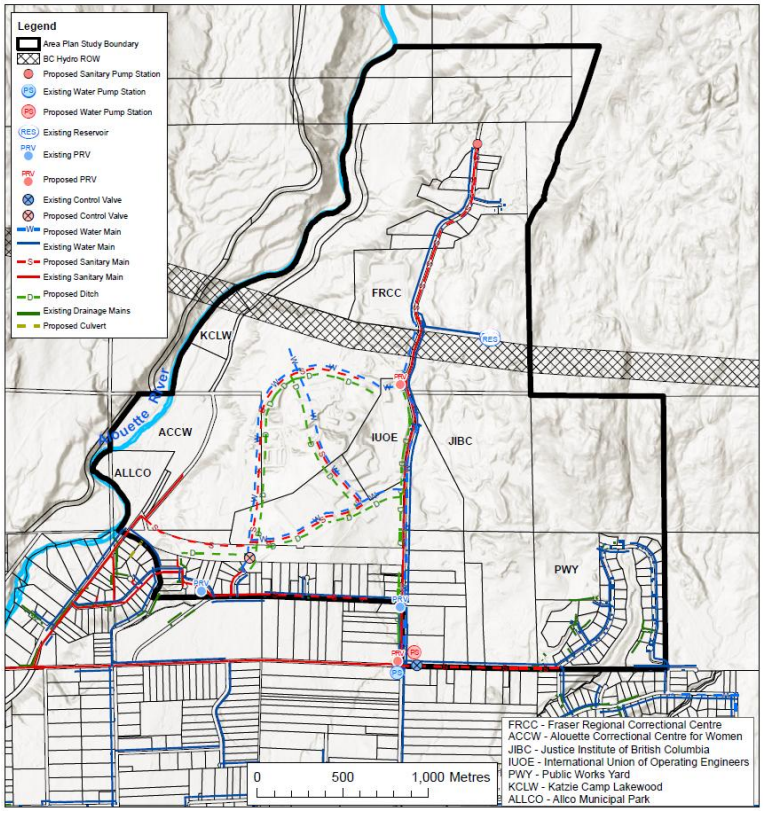
Phasing of infrastructure works will be highly dependent on which areas develop first and the actual water demands, sewer loading, and onsite drainage infrastructure for each individual lot as they develop.

10.1 Water Service

The area is wholly located in the current 241 m NE and 171 m 130 Avenue water pressure zones. These pressure zones also extend beyond the study extents.

The 241 m NE Zone is supplied by both the 256 Street Pump Station and 263 Street Pump Station. Balancing and fire storage is provided by the 256 Street Reservoirs and 270A Street Reservoirs. From the 270A Street Reservoir site, the 270A Street Pump Station supplies water to the higher 329 m Garibaldi Zone (and

Figure 13: Area Infrastructure Map



293 m Rothsay sub-zone) which has its own storage (the 329 m McNutt Reservoirs).

The main distribution main in the area is a 250/350 mm ductile watermain that was built in 1990 and 1998, respectively, and runs along 256 Street supplying the Fraser Regional Correction Centre, Justice Institute of British Columbia, and industrial sites further north.

The 171 m 130 Avenue pressure zone is a small sub-zone of the 241 m NE Zone which supplies the suburban residential lots along 130 Avenue. The entire 171 m 130 Avenue zone is supplied from the 241 m NE Zone by the 256 Street PRV station on 130 Avenue east of the intersection with 256 Street and 130 Avenue. 241 m NE Zone also supplies the Kanaka Industrial Park (in the study area) and the Whispering Heights subdivision (not in the study area).

Notable required water infrastructure upgrades include:

- A new, larger 256 Street Pump Station
- Larger 256 Street Reservoirs
- Dedicated supply main between the 256 Street PS and Reservoirs
- Distribution mains and Pressure Reducing Valves to support higher fire flows

10.2 Sewer Service

The area is currently serviced by a 450 mm PVC gravity sewer main that extends from the Fraser Regional Correction Centre to 128 Avenue along 256 Street where it connects to the City's overall sanitary sewer system. An additional 525 mm PVC gravity sewer main services the Alouette River Correctional Centre along Alouette Road. Both sewer lines were built in 2010. No other local sanitary sewers exist in this area.

Groundwater infiltration flow rates are relatively low. Current loading indicates the 450 mm sewer has significant available capacity. A number of sanitary services are connected to the existing sewer main, with other lots having onsite septic systems.

The sanitary sewer flows from the area are directed west along the 128 Avenue / Fern Crescent trunk sewer, passing through a siphon under the South Alouette River, and connecting to the North Slope Interceptor at Fern Crescent / Dogwood Avenue which conveys flows to the Metro Vancouver Katzie Pump Station.

Note that although the Kanaka Business Park is within the Fraser Sewerage Area, the properties are not currently connected to the City's sanitary system and instead are serviced via septic fields.

Notable required sewer infrastructure upgrades include:

- The North 256 Street Industrial Lands will route flows to the North Slope Interceptor which is a major collection asset supporting City Centre, Silver Valley and the area. Modelling indicates that North Slope Interceptor upgrading is required to accommodate population growth within the Urban Area, even without the development of the North 256 Street Industrial Lands.
- A portion of the study lands are outside the Fraser Sewerage Area, which will require approval from Metro Vancouver for connection.
- The main trunk sewers on 128 Avenue, Alouette Road and 256 Street have adequate capacity for development of the study lands.
- Most of the area is currently not serviced with sanitary sewers, and instead has onsite treatment/disposal.
- Expansion of the sanitary sewer collection system is required to connect previously unserviced areas to existing trunk sewers.

10.3 Drainage Service

Most of the northern half of the area is located on elevated benched land above the South Alouette River. This area generally consists of undeveloped forest and some industrial lands. Drainage infrastructure consists of culverts, ditches, and overland flow routes which generally drain towards various steep ravines on the western extent of the bench before entering the Alouette River. There is likely groundwater breakout at the western extent of the bench fed by infiltrated runoff.

The southeastern half of the study area is located on rolling to moderate slopes which drain via ditches, culverts, and overland flow routes to North Kanaka Creek and its tributaries (Zirk Brook and Websters Creek).

For industrial roads that serve as the overland flow route for major system flows, the ROW must provide safe conveyance for the 1:100-year event as stipulated in the Design Criteria Manual. Sufficient ditch capacity must be provided to ensure that overland flow during the 1:100-year event is contained within the road right-of-way, a 3.5 m lane is provided with no flooding, and the maximum water elevation is at least 0.6 m below the minimum building elevation of adjacent buildings.

In general, proposed developments will discharge to existing creeks or along new industrial roads. The adequacy of creeks to take flows from the proposed development areas will require detailed analysis as part of development applications. New industrial roads will have ditches that provide minor system conveyance. The combination of ditch

flow and flow along the public right-of-way must provide safe conveyance for the 1:100-year flow event. Linear controls are to provide quantity and quality control for the new industrial roads to the extent feasible, with centralized detention facilities providing additional control at the outlets.

Notable required drainage infrastructure upgrades include:

- In general, stormwater quantity and quality controls for new developments will be required at the lot-level.
- Potential areas for centralized quantity and quality controls have been identified. Sizing will be dependent on what is achieved at the lot-level.
- Drainage from new developments will be routed to match the existing outlets.
- Ditches and culverts are proposed to provide drainage for any new roads and to provide conveyance to existing watercourses.
- Where the new development area will contribute to existing culverts that are deficient under existing or climate change conditions, upgrades are proposed to meet future capacity needs.

11. APPENDIX - AREA PLAN LAND USE DESIGNATIONS